

WRANGLER...

Is the only Natural Gate-
way to the Klondike.

The Stikeen River Journal

DEVOTED TO THE INTERESTS OF WRANGLER, SOUTHEASTERN ALASKA, AND THE ALL-CANADIAN ROUTE TO THE YUKON.

WHOLE NO. 20.

FORT WRANGLER, ALASKA, SATURDAY, MAY 14, 1898.

PRICE, 15 CENTS.

THE STIKEEN RIVER ROUTE

A Full Description of This Magnificent Stream, by Captain B. Barlow.

Easiest, Shortest, and Best Way to Klondike.

INTERESTING DESCRIPTIONS.

Facts and Figures of a Great Inland Empire of Which Wrangell is the Door.

The high mountains ranges of southeastern Alaska which barricade the approach from the Pacific to the head waters of the Yukon, crossing at their lowest passes near Dyea and Skagway being attended with hardships and loss of property and life, are nowhere opened for a practicable route of travel inland at sea-level except at the canyons of the Stikeen river. Along this line the travel is THROUGH instead of OVER the mountains, and SITTING instead of WALKING—resting comfortably in chair and bed instead of toiling on foot up steep inclines and floundering in mire and among sharp rocks and death holes.

The formidable barrier of the mountains is, by the Stikeen river route, overcome, not by climbing and packing on backs of men and animals, but by RIDING STRAIGHT THROUGH at practically SEA LEVEL in the comfortable cabin of a steamer, with your outfit on the deck below. There is one other important point that is not to be overlooked, and that is the total avoidance and escape from hardships of the rain belt which along that coast extends from the ocean to the summit of the mountain ranges, and is felt in full force on the Chilkoot and White passes, presenting one of the most serious obstacles in the way of surmounting those passes. Whereas, in the case of the Stikeen river route, the traveler is under perfect shelter of the steamer cabin for the entire passage through the rain belt.

On the Stikeen route there is only 125 miles of land travel, the remainder being by water, about equally divided between steamship and river steamer. Following are the distances:—

Seattle to Fort Wrangell (steam-boat), miles.....750
Fort Wrangell to Glenora (river-steamers), miles.....150
Glenora to Teslin Lake (horseback—good trail), miles.....125
Teslin Lake to Dawson City (steam-boat), miles.....598

The Hootalinqua river connects Teslin Lake with the Yukon. It is a beautiful stream, navigable for its entire length and having four feet of water in the shallowest places.

Report has just arrived of important discoveries of gold on the river.

FORT WRANGLER.

Fort Wrangell, in the route from Seattle to Juneau, Skagway and Dyea, but at one-fourth less distance, is a town containing about 5,000 whites and 800 Indians, the site of an old government fort, on an island 8 miles off the mouth of the Stikeen river. It has many good stores for outfitting where reasonable prices are charged, and is the best location near the mouth of the river.

Wrangell is the ocean terminus, Telegraph Creek being the eastern end of the Stikeen river portion of the route. The Hudson Bay company has navigated this stream for many years. The trip up from Wrangell to Glenora is made in two or three days. In view of the currents encountered in the upward trip, this is very good time.

Travelers headed for the Klondike by this route go ashore at Telegraph Creek, or Glenora, near by, and ride horseback or walk, as may be preferred, over a good trail to Teslin lake.

THE STIKEEN RIVER.

The scenery is magnificent all the way up the river. One of the grandest features is "Ice Mountain," the name of a glacier 45 miles from Wrangell. At the point where the glacier emerges from the mountain it is about half a mile in width, but its face along the river measures three miles, rising sheer from the water line in many places as high as 300 feet.

The first canyon met with in the recent is called by steamboatmen "Big

Canyon," 100 miles from Wrangell. It is here that the river has cut its channel through the mountain range and rendered possible steamboat navigation by this sea-level route to the gold fields. The water here is very deep and the current strong, but a good boat can make the passage without difficulty. The bluffs on either side are perpendicular and more than 100 feet high, and this part of the canyon is 300 feet wide and straight through its entire length of nearly three-quarters of a mile.

Ten miles further up the river is the second known as "Klootethman Canyon." This is without bluffs, but the mountains on either side rise abruptly; it is 275 feet wide and a quarter of a mile long.

There has been much placer mining on the bars of the river. One of these bars called "Back," yielded a few years ago \$75,000 in one season. It is the opinion of good judges that successful mining could be done on great many bars throughout the length of river.

The Stikeen river is closed by ice from November to May 1st, when it opens to navigation, about one month before the head waters of the Yukon are cleared, which, it is evident, is a great advantage, enabling gold-seekers to be on the ground at Teslin lake without haste or discomfort to take advantage of the very first days of Yukon navigation to float, row or steam to Dawson City.

GLENORA.

Glenora is a new town, or post, on the river ten miles below Telegraph Creek, and is regarded as practically the head of navigation. The river at this point is from 500 to 500 feet wide. The townsite is on the west bank of the river, on a long level bench running parallel to the stream, about a quarter of a mile wide and ten feet above extreme high water.

HUDSON BAY POST.

The Hudson Bay post is about 50 miles from Telegraph Creek, and contains four good log cabins where freight is stored. At a distance of three miles from this post north is another summit, though it is not steep for pack animals.

THE TESLIN TRAIL.

The country between Glenora and Teslin lake, traversed by the trail, is of a rolling, but not rough character, mostly prairie growing bunch grass, and is well watered by numerous streams, all of which are reported to bear gold, but none of which have been fairly prospected; so that the portage may be taken leisurely, with opportunity for prospecting new fields for those who desire it. The great abundance of bunch grass furnishes food ready at hand at every camp during the season for the pack animals.

Glenora is at the very point of departure for the river, where the miner may begin prospecting for gold on his way to the Klondike. It is only a short distance from the Cassiar district, where gold discoveries caused a great excitement 25 years ago. From Glenora, or Telegraph, it is only 125 miles to Teslin lake, over a comparatively level country. There is abundance of water and grass for stock the entire distance. Pack trains make the trip from the river to the lake in ten days; the pack animals are loaded with 300 pounds each, and live off the country as they go. From Teslin lake one can go by steamer to Dawson City, or can build boats or rafts at the lake and go down with the current. There is a fine timber for boat building all around the lake. A saw-mill is being built at the head of the lake where the trail terminates. In the lake itself there is a current of one mile per hour, and down the river towards Dawson City the current is four miles an hour. By this route one avoids the dangerous White Horse rapids, and all of the bad whirlpools of the Dyea and Skagway routes. An old prospector advises for each person to take two horses from Tacoma with 600 pounds of supplies, go to Wrangell and there take the river steamer for Glenora, the head of navigation.

the Stikeen river. By taking time, prospecting, one can carry that much easily and go to the head waters of the Pelly, Salmon and Dease rivers and also examine the numerous tributaries of these streams. Thus a man could surely strike rich claims, in which case he could come back to Wrangell and return the next spring. When one has found the ground which seems to offer the best prospects, there build a cabin for the winter, timber being plentiful, and, when it freezes, sink to bed rock. The report of a trip made last fall from Telegraph Creek to Teslin lake and return, for the purpose of closely examining the route and its resources, show that there is plenty of grass for horses all along the trail on either side, with wide expanse of reserve pasturage available by ranging away from the trail in pitching camp. This trip began October 7th, and ended on return to Telegraph October 27th, or 10 days going and a like period returning. Snow was encountered about 12 miles out, though only four inches. The small lakes along the route were not frozen at the time of the outward journey, but were found incrustated with about one inch of ice on the return. There are no hard hills having very heavy grades.

The first summit, which is about 12 miles out from Telegraph Creek, has an elevation of 3,650 feet, but there was no part of the road over which a pack horse could not readily carry his full load. At that time the Canadian government had twenty men at work widening the trail to a width of four or five feet. The reporter, while going north met, at different places on the road, about 12 men in all, some having horses and dogs, on their way to Telegraph Creek.

A Mr. York has seven men and 12 mules packing from Telegraph Creek and widening the trail from the post to the summit. From this second summit the road is practically a down grade or level the entire remaining distance to Teslin lake.

There is now a good trail from Glenora and Telegraph Creek to Teslin lake.

Gold Commissioner Turner will be located hereafter at Glenora, where he will issue Free Miner's Licenses for British Columbia and the Northwest Territory.



STOP AND THINK

Did it ever occur to you that it was to your financial interest to buy your outfit either in Victoria or Vancouver?

If Not, Why Not

SAVE

thirty-five per cent duty, by buying your supplies in Canada. The merchants of Victoria or Vancouver know exactly what you want, and have the goods to supply the demand.

After having purchased your outfit, make them secure by shipping on the steamers.

TEES,

DANUBE,

ISLANDER

Operated by the

CANADIAN PACIFIC NAVIGATION CO.



THE G. Y. & T. L. RAILROAD

The Work of Construction Has Commenced.

SHAKESVILLE THE INITIAL

Point on the Stikeen River—Interesting Interview With Neil Keith—What is Being Done.

Mr. Neil Keith, superintendent of construction of the Government, Yukon & Teslin Lake railroad company, for Mackenzie, Mann & Co., arrived in Wrangell last Friday week from Telegraph Creek, having made the down trip in three days, in a canoe. He was accompanied by an Indian and a young Norwegian.

Mr. Keith left Wrangell for Telegraph Creek on the 24th day of last February. He was in charge of 130 men, 60 teams of horses, and a general outfit of supplies, tools, etc. They landed the same day on Cottonwood island, at the mouth of the Stikeen river. There they built the big warehouse, 180 feet long by 30 feet wide. Having accomplished this work, they left Cottonwood on the 10th of March. On the 17th they camped at a point 15 miles above Cottonwood island, where

one thousand men to work on the road as soon as they can be had. Wages are from \$40 to \$75 per month and board.

A force of 100 men are at work at Shakesville and Glenora clearing the right of way for the railroad, preparing for the construction of the G. Y. & T. L. R. R. Wages are the same as on the wagon road. Mr. Keith will put 4,000 more men at work as soon as they can be procured. Mr. Keith is under positive orders from Mackenzie, Mann & Co. to complete the road before September 1st.

Mr. Keith and party paddled down from Telegraph Creek to Cottonwood island in 26 hours, actual traveling. They camped two nights on the bank. He does not think there will be any trouble in navigating the river. After this, from the experience had this winter, there will be no trouble in going up the river another winter. The trail has been well mapped out, the dangerous points marked, and can be hereafter avoided.

Mr. Keith said: "I would like to impress upon the public through the press that the Stikeen is a first-class winter route. There are so many people who look on the dark side of everything. They come into a new country, expecting to find everything as it is in the old settled countries, which it has taken hundreds of years to accomplish. Last

The British Laureate on an Anglo-American Alliance.

A Poem by Alfred Austin, Cabled to the New York Herald.

What is the voice I hear
On the wind of the Western Sea?
Sentinel, listen from out Cape Clear,
And say what the voice may be.
'Tis a proud, free people calling loud to a people proud and free.
And it says to them, 'Kinsmen, hail!
We severed have been too long;
Now let us have done with a worn-out tale,
A tale of an ancient wrong,
And our friendship last long as love doth last, and be stronger than death is strong.'
Answer them, sons of the self-same race,
And blood of the self-same clan,
Let us speak with each other, face to face,
And answer as man to man.
And loyally love and trust each other as none but free men can.
Now fling them out to the breeze,
Shamrock, Thistle and Rose,
And the Star-Spangled Banner unfurl with these,
A message to friends and foes,
Wherever the sails of peace are seen and wherever the war wind blows,
A message to bond and thrall to wake,
For wherever we come, we twain,
The throne of the tyrant shall rock and quake
And his menace be void and vain.
For you are lords of a strong young land and we are lords of the main.
Yes, this is the voice on the bluff March gale,
'We severed have been too long;
But now we have done with a worn-out tale,
A tale of an ancient wrong,
And our friendship last long as love doth last, and be stronger than death is strong.'

they remained till the frost made further traveling possible.

On the 20th of March they left the fifteen mile camp, and traveled right along over the ice till they reached Telegraph Creek. The first detachment of their teams arrived at Telegraph Creek on the 19th of March, having made the trip from Cottonwood island in twenty-nine days. The remainder arrived there on the 12th of April. The only casualty on the way up was the loss of two horses. One was drowned on March 22nd, near the Porcupine cut-off. The other was drowned, about ten miles further up, on the 2nd of April. Both horses broke through the ice. The body of the first was never seen again. The harness was recovered from the second horse.

Nineteen men and 24 horses were forced to camp 95 miles from the mouth of the river on account of the ice breaking, and having double teams heavily loaded. They went into camp on the 4th of April. They had plenty of oats and corn, enough to last till June 1st, but no hay. The horses are all in splendid condition.

Mr. Keith was with the rear guard that arrived at Telegraph Creek, arriving there on the 12th of April. Mr. Keith has busied himself, having put up three supply stores at Glenora, and one at Telegraph Creek.

At Glenora he built three warehouses 50 by 60 feet each. At Shakesville, three miles below Glenora, he is building general offices and warehouses. Shakesville is the starting point of the G. Y. & T. L. R. R. Mr. Keith has one hundred men working on the wagon road. It starts at Telegraph Creek. The men began work on the 30th of March, and had completed the road twelve miles when Mr. Keith left. This road will be pushed through to Lake Teslin, a distance of 130 miles. It will be finished as soon as possible. Mr. Keith will put

winter we had no information about the Stikeen. No one knew the route or its dangerous points. Now these are all known and charted, and any one can travel it in perfect safety."

Information was also brought by Mr. Keith that the British Columbia government had instructed its agent at Telegraph Creek to build a bridge over the stream Naholm and one to span another river further north on the pack trail leading to Teslin.

"This trail," said Mr. Keith, "is in first-class condition and every party that reached Telegraph Creek prior to April 1st, has pushed right through, and up to the time of my leaving no reports of difficulties had been heard."

The JOURNAL has received positive information that a government subsidy has been voted of \$4,000 per mile for the Lake Teslin railroad, that the C. P. R. is the backer, Mackenzie, Mann & Co. are the contractors, and that the road will be a narrow gauge.

A Rare Specimen.

M. Healy is the custodian of one of the richest pieces of free-milling ore that has been seen in Wrangell for years. The specimen was brought to Wrangell by an Indian and given to the Pioneer Store keeper for safe keeping. As an indication of the richness of the discovery it may be said that the specimen is but two inches in width by two and one half inches in height and contains nearly \$5 in pure gold. The specimen is incrustated on all sides with the dull yellow metal and the contrast with the pure white quartz in which it is found shows the former off to the fullest advantage. Mr. Healy is reticent as to the source from whence this specimen came and will not give even an approximate description of the region. The prediction of mining men who have seen the specimen is that if the body of ore is one half as rich as the specimen the mine will be one of the richest on the coast.

HISTORY OF THE FIRST TRIP

The Quick Run to Glenora and Return to Wrangell.

OF STEAMER MONTE CRISTO

Which Made it in 94 Hours and Minutes—And Wins the Prize.

The Seattle steamer MONTE CRISTO is the winner, and CAPTAIN FRANK MURRAY was presented with a year subscription of the JOURNAL in consideration of his boat having been the first one to reach Glenora and return to Wrangell, after the opening of the Stikeen river for navigation on April 28th.

The presentation took place Sunday night in the JOURNAL office about an hour after the return of the MONTE CRISTO.

The officers of the boat were Captain Frank Murray, Purser H. Pittendrigh, First Officer Warren Willett, Chief Engineer Frank Morgan.

It was last Wednesday morning (May 4, 1898), at 9:35 o'clock, when the MONTE CRISTO cast off her lines from McKinnon's wharf, and started on her first run up the Stikeen river. She had five passengers and 40 tons of freight. The run to Cottonwood island, at the mouth of the Stikeen river, was made in exactly 55 minutes. She took on a lot of freight for Mackenzie, Mann & Co., and left Cottonwood island at 10 o'clock, and made the run to the hourary line in four hours and twenty minutes, a distance of 35 miles. The steamer took on 18 tons of freight, 10 horses, and 15 passengers.

The steamer COURSER was lying at the boundary when the MONTE CRISTO arrived, and left at 3:30 p. m., 10 hours ahead of the MONTE CRISTO which left the boundary at 5:30 o'clock p. m., and ran till 9:25 p. m., when she tied up for the night, at Ice mountain.

The view of this magnificent glacier was grand beyond description. It over three miles on the west side of the river a sheer wall of solid, beautiful blue ice rises for 300 feet. As the MONTE CRISTO approached, the light the setting sun added to its grandeur.

Thursday, May 5.—The MONTE CRISTO got away from Ice mountain, 100 miles from Glenora, at 4:30 o'clock a. m. The supply of coal was exhausted, and stop of three hours was made two miles below Otter point, named after the steamer Otter, which was wrecked there several years ago. Three cords of wood were cut, and a run was made to Otter point, where they arrived at 6 o'clock p. m., and tied up for the night.

Friday, May 6.—The MONTE CRISTO left Otter point at 4 o'clock a. m. At 6 o'clock she passed the steamer RAMONA and took off C. E. Perry, and several other passengers. This was at a point about five miles below the Little canyon.

The little screw steamer NORMA, which left Wrangell, Wednesday, April 27th, was passed at Ice mountain.

The run was made to the Grand rapids, where the MONTE CRISTO tied up for the night at 8:50 o'clock.

Saturday, May 7.—The MONTE CRISTO left Grand rapids at 4:30 o'clock a. m. and made the run through to Glenora, arriving there at 6 o'clock p. m.

There she was quickly unloaded. Sunday, May 8.—The start for return trip down the river was made at 4:30 o'clock a. m., and she arrived back in Wrangell at 7 o'clock p. m.

She made the down trip in exact 14 hours and 30 minutes, not counting the time for four landings.

She met the RAMONA at 5:30 o'clock this a. m., 35 miles below Glenora. The RAMONA was met just below Grand rapids at 6 o'clock a. m. She met the COURSER at the old Hudson Bay post where she was tied up, at 2 o'clock p. m. The MONTE CRISTO brought down one passenger. The JOURNAL received a letter from its correspondent at Lake Teslin.

The up trip from Wrangell to Glenora was made in 94 hours and 25 minutes, the round trip was made in 14 hours and 55 minutes, including stops.

Going up, hundreds of small boats were overtaken vainly trying to stop the flood. The sidewheel boat of the Bergeron party was not seen.

Armstrong's steam scow was in the slough east of Cottonwood island yesterday afternoon, where she was launched Saturday.

Snow was falling all day along the river.

The railroad company are building several ware houses and offices at Glenora.

Parties just in from the Teslin trip report it in good condition.

Mining Location Notices for sale the JOURNAL Office.

CASSIAR COUNTRY

Its Location, Size, Topography, Climate, Lakes, Rivers, Mines, Etc.

ITS HISTORIC GOLD FIELDS

The Trail to Lake Teslin—Recent Rich Gold Discoveries—The Pioneers.

The Cassiar country lies in the province of British Columbia between 54 and 60 degrees north latitude and longitude 124 and 134 degrees west of Greenwich, and has a surface area of about 20,000 square miles.

The topography is that of one central table land, about 100 miles wide, running northeast and southwest, hemmed in by the Rocky mountains on the east, and the Coast range on the west.

In the north end of this great Cassiar plateau is Lake Teslin, the source of the Yukon river. Eastward is Dease lake, which empties its waters into the Arctic ocean.

Further south the great Stikine river rises, and, swelling with numerous tributaries, becomes navigable 150 miles from its mouth, breaks through the Coast range, and empties into the Pacific ocean at Wrangell.

The region has a few Indians of the Skeena tribe and language. The climate is very cold in winter; the summers are delightful. East of the Coast range the humidity is small. Its agricultural possibilities are untried.

The mineral resources are given in other articles. To all this grand, undeveloped country, Wrangell is the door.

By Dr. Dawson.

The Cassiar district includes the most northern region of gold mining in British Columbia, and some of the creeks which have been worked lie to the north of the 60th parallel, or northern boundary of the province. Dease lake, latitude 58 degrees, 30 min., longitude 130 degrees, may be considered as the central point of the district. This lake is the source of the river of the same name, which is a tributary of the Liard, itself a branch of the Mackenzie. Gold has already been found and worked on the bars of the Stikine for 11 years, when Thibert and McAlough, coming from the east reached and discovered the rich deposit of the Liard drainage basin in 1872. The miners, who soon flocked into the district, came by way of the Stikine river, though a route for cattle and pack animals was also opened overland from Frazier lake, Dease, Thibert and McAlough creeks and their tributaries have proved the richest, and a large quantity of gold has been obtained from them, though the yield has, of late years, become comparatively inconsiderable. The region presenting identical or analogous characters with that portion of it which proved to contain these rich deposits is very extensive, and much the same remarks which have been made in regard to the exploration of the Omineca district, apply here also, though the cost of living in Cassiar has usually been somewhat more moderate. The country is generally wooded and mountainous and difficult to traverse, but a wagon road or even a railway might, without difficulty, be constructed from the head of navigation on the Stikine river to Dease lake, and this will, no doubt, eventually be accomplished, as discoveries of veins of the precious metals are confidently to be anticipated. Argenteo-galena has already been found, and the rough, unworkable character of the gold on some of the creeks leads to the belief that its source might be ascertained without great difficulty. Coarse gold is found locally on that part of the Stikine above Telegraph creek, and the circumstances appear to indicate the existence there of an old channel above the present river level, but covered by massive basalt of tertiary age.

Difficulties have been encountered in Cassiar from permanently frozen soil met with in mining, but when once the covering of forest and moss has been cleared off by fire these disappear.

The gold yield from the Cassiar district, from the commencement of mining to 1888, so far as known, is \$4,929,394 which does not include the earlier years of mining when work was confined to the Stikine river.

THE CASSIAR BOOM.

A History of the Great Rush of 1874

By Adah A. Stewart.

Gold has been an attractive element to mankind from the earliest dawn of history, and that its attractiveness has not decreased is evidenced by the eagerness to search in every available place. The Cassiar mines, which were discovered in 1873, have taken on a new impetus. The Cassiar country, which extends over a large area, lies northeast of Wrangell. In 1873 McCully and Thibert first found gold on McCully's bar, (named in honor of the former for the discovery) on Liard river.

The next spring of '74, the year of the great rush, a large party set out for the gold regions. Thibert and McCully were members of the party, but death overtook McCully and his remains were buried on the banks of the Stikine river. Dease and Thibert creeks were worked extensively and gave a handsome return for their labor.

The next spring of '75 the Moore brothers obtained a charter from the government, and a trail was constructed from Glenora in a northeastern direction to the head of Dease lake, a distance of 72 miles, which covers nearly the same ground as the old Indian trail crossing the Tahl-tan and Tuya rivers. Dease lake is about 25 miles long and on an average of three miles wide. Over this trail pack trains were run and goods were transported at forty cents per pound. They finally sold out to the government. Rich strikes were made this year, which attracted a large influx of mining men.

The rush to the Cassiar country all went by way of the Stikine river, and the trail from Telegraph Creek. In succeeding years several creeks were found to be rich in the precious metal, and mining was carried on actively, on all of the streams. The gold dug out of Walker's creek was of the most valuable character, as was run in as high as \$20 to \$25 to the ounce.

Placer mining was the principal mining, except a few tunnels in which were used what were called China pumps.

In this country are found some exceedingly rich quartz mines, but the difficulty of access and the expense of transportation has heretofore almost defeated the attempt to mine them successfully.

Mining was exceedingly easy as compared with other countries, as pay dirt was found at depths ranging from four to six feet from the surface. An abundance of timber and considerable water was easily obtainable.

The surrounding country is mountainous but no high mountains crossing the trail, interspersed with prairies containing bunch grass, timber and swamp grass in large quantities.

These mines, which yielded so well in the early '70's are now receiving renewed attention. Large companies with great amounts of money are commencing operations. As an evidence of their richness the British Columbia government last year made a grant to an English company of 700,000 acres of land in the Cassiar district. If it will build a line of railway from the Pacific coast to Dease lake, which will open up both the Cassiar and the Omineca mines.

In looking at the map it will be seen that the Cariboo, Omineca, Cassiar and the rich Yukon mines are all in the same mineral belt.

It was the Cassiar excitement which gave Wrangell its first prominence. Hundreds of prospectors would spend the summers in that country and come to Wrangell in the winter, returning the next spring. This place was also the source of supplies at that time as it is now.

The Case-Wilson Block.

The enterprising firm of Case & Wilson are about to erect a model three-story building on the lot opposite the new bank building, recently purchased by them.

"We have unbounded faith in the town," said Mr. Case in speaking of the present outlook of Wrangell, and as an evidence of sincerity we intend erecting and stocking a store that will surprise a few of the pessimists, in point of architecture and size."

Coarse Gold has been Found on the Trail to Lake Teslin.

Ashcroft B. C. Journal, April 9, 1898.

Mr. John Sealy, of Glenora, has been staying in Ashcroft for the past week, and from him we are able to give the latest news of the Lake Teslin country.

Mr. Sealy has lived in that section for the past three years, and speaking of the country in general stated that the section lying north of Telegraph creek is considered a very promising one by all old miners.

Mr. Sealy and a party with him found on a creek, lying northwest of Telegraph creek about sixty miles, gold coarse enough to rattle in the pan, and the indications good for diggings. His party could not remain on account of shortage of supplies, and has visited that section since. He is of the opinion that there is as good a section between the Stikine and the Salmon river country, lying east of Lake Teslin, as can be found anywhere, and that rich placers and quartz mines will be found there.

He has heard very encouraging reports of the Salmon river country, but was never down so far as that himself. Some rich quartz claims have been located on the Stikine and in the Cassiar itself.

The Present Crisis.

Once to every man and nation comes the moment to decide, In the strife of Truth with Falsehood, for the good or evil side; Some great cause, God's new Messiah, offering each the bloom or blight, Parts the goats upon the left hand, and the sheep upon the right, And the choice goes for ever 'twixt that darkness and that light.

Careless seems the great Avenger, history's pages but record One death-grapple in the darkness 'twixt old systems and the World; Truth forever on the scaffold, Wrong forever on the throne— Yet that scaffold sways the future, and behind that dim unknown, Standeth God within the shadow keeping watch above his own.

We see dimly in the present what is small and what is great, Slow of faith how weak an arm may turn the iron helm of fate, But the soul is still oracular amid the market's din, List the ominous, stern whisper from the Delphic cave within— "They enslave their children's children who make compromise with sin."

"They have rights who dare maintain them; are ye traitors to our sires, Snatching in their holy ashes freedom's new-lit altar fires? Shall we make their creed—our lot?—shall we in our haste to slay, From the tombs of the old prophets steal the funeral lamps away To light up the martyrs' flags round the prophets of today?"

New occasions teach new duties; time makes ancient good uncouth; They must upward still, and onward, who would keep abreast the Truth: Lo! before us gleam her camps; fire! We ourselves must pilgrims be, Launch our Mayflower and steer boldly through the desperate winter sea, Nor attempt the future's portal with the past's blood-rusted key.

James Russell Lowell 1844.

PROOF POSITIVE.

A Good Trail From Telegraph Creek to Teslin Lake.

Steamboats in Sections, with Machinery and Portable Saw Mills Going Over.

Klondike Bulletin.

The Bulletin has repeatedly cited the fact that the Canadian government had been able to contract for the building of a railroad from Telegraph Creek to Teslin Lake as pretty good evidence that it is a country easily traversed by men with outfit.

The following extract from a letter written by Mr. Charles E. McDonald, who is in charge of the party sent by the Canadian Development Company, of which Mr. H. Maitland Kersey is the managing director, to open a trail to Teslin Lake, over which the machinery for the steamers to be built for navigation on the lake could be taken is confirmatory evidence of the practicability of this route.

"Teslin Lake, February 23, 1898. In reference to our progress here, we have made big time when you consider the conditions. From the Telegraph Creek summit, we have had to cut our way through timber and brush. The snow on the summits being quite deep, it required a great amount of labor to make the road, but I am proud to state that, in spite of all this, and in spite of the fact that we had absolutely nothing here to begin with, I have found a much better way over to Egnell's mountain than by the old trail. We have gone down to Sheslay fifteen miles, and there we found a pass less than half the height and very much easier grade. Barring accident, by the time this reaches you, our whole outfit will be at Nah-lin, and by the end of March our mill and some supplies will reach the lake, and I will begin operations at once. R. Hyland is freighting over our road, and has smooth sailing. Indeed, whoever follows will find a road that is hard to beat, even in a much more settled district."

TESLIN CITY.

The Latest News From the New Town.

Teslin Lake, April 8, 1898.—I arrived at the lake today, and, having a splendid opportunity of sending letters down almost immediately, am taking advantage of same, and although I feel pretty tired I am not missing any chances with mail.

There are about fifty people here at present; some 30 or 40 have gone to the other end of the lake, as the Hootalinqua river opens before the lake some three weeks.

The government has surveyed a townsite here, and a pretty good one it seems to be, the saw mill is now being erected, but will not be finished for some time yet.

Food here is very scarce and one cannot buy any, outside of moose and that is 12½ cents per pound. Flour is worth its weight in gold; one can get \$50 per sack at present, but, of course, the quantity is limited at that price. I hear that one sack of 50 lbs was sold for \$30 a few days ago. It is now unobtainable. Tobacco is \$1 per cake. (T & B).

In fact food is exceedingly scarce at present, and is likely to be this season.

The Minneapolis and Wheaton party arrived on the 6th instant. They left Wrangell on the 10th of March, so they made an excellent run. The party consists of fifteen strong, big men, and with the loads they pulled, they certainly made a record, and none of them are any the worse for their trip. Some will leave in a couple of days on a prospecting trip which is pretty hard work at present.

While traveling over the trail, I noticed that there is a gold belt formation which extends for miles and that it is within a radius of fifty miles of the lake, and I expect when the

THE TRAIL TO LAKE TESLIN

Complete Description of Courses and Distances.

IT IS NOW IN GOOD CONDITION

The Shes-lay Cutoff—Teslin City—McDonald's Sawmill Running—Flesh and Fish.

From John Ronayne and G. P. Erickson, who returned from Lake Teslin, on the 6th instant, the following information is gained in regard to the trail between Telegraph Creek and Lake Teslin.

Starting from Telegraph Creek the trail goes up nine miles due north to the summit of the pass between the mountains. The elevation is 3,650 feet above sea-level.

From the summit the trail swings around a little to the east, then north and then to the northwest, going down, following a little creek on its right hand side, eleven miles to the Little Tahl-tan river. The stream is about twenty yards wide.

From the Little Tahl-tan the trail goes northwest about four miles to the Big Tahl-tan, over a bushy, rolling country. The Big Tahl-tan is here about forty yards wide, and is fordable. The British government is now building a corduroy bridge at this point.

From the Big Tahl-tan the trail goes west twelve miles up the river over to the divide between the Big Tahl-tan and the headwaters of Salmon creek. It follows down the right hand side of Salmon creek about thirteen miles, passing two small lakes, the widening of the stream, to Egnell's, an abandoned Hudson Bay post, six miles from the last lake.

EGNELL'S

consists of two deserted log houses. The buildings are in fair condition.

From Egnell's the trail branches. The Salmon creek runs into the Shes-lay river, and the Shes-lay runs into the Tahl-koo river, which empties into the Tahl-koo inlet above Juneau.

THE SHES-LAY TRAIL.

From Egnell's there is a trail known as the Shes-lay cutoff. It is the longest trail to Lake Teslin, but the better. It has no horse trail, and is good only in the winter.

Leaving Egnell's the trail continues down the Shes-lay river fifteen miles, northwest, through a very flat valley. The river winds in and around. Half way down are some peculiar looking rocks—two rocky bluffs which run for half a mile on either side of the river. They stand up 300 feet. They are colored purple and blue by some kind of natural pigment that oozes out of the face of the bluffs. The trail is on the ice, and has not been explored for a summer route.

At the 15-mile point, the trail turns north, and leaves the Shes-lay valley, and climbs to the summit three miles, 1,200 feet above the river.

There the trail leads along a creek flowing through a willow swamp, for 10 miles to a lake, three miles long and a mile and a half wide.

Flat creek flows out of this lake. The trail follows Flat creek north into the Nah-lin river. Three miles up the Nah-lin the trail rejoins the government trail from Egnell's.

Five miles from the Nah-lin, on Flat creek, are fifty feet, perpendicular falls. When Mr. Ronayne was there in March they were frozen solid. He overtook McDonald's party there, and they let him down over the frozen falls with block and tackle.

THE GOVERNMENT TRAIL.

From Egnell's the government trail goes north up a very steep, zig-zag path four miles, to the summit of Cow-ketchi mountain. There it crosses the Doo-dee-dahn-toe river. From this river the trail goes on north over a rolling, swampy country, interspersed with low hills covered with spruce and pine, and a plentiful supply of bunch grass. This is a feeding ground for five stock. The trail passes four lakes, from a half mile to four miles long, and about two miles wide. Here are found thousands of caribou, which give abundance of food to travelers.

It is forty miles from the summit of Cow-ketchi, to the Nah-lin river, where the government trail rejoins the Shes-lay trail.

The Nah-lin river is about 100 miles wide at the crossing, fordable, but has a very swift current.

Crossing the Nah-lin the trail continues up the river about a mile, and turns to the left, and climbs north by northwest to the summit of Nah-lin mountain, which is the divide between the waters of the Teslin and Tak-koo rivers. There is plenty of spruce and jack pine.

From the summit, the trail leads down the same direction, following a succession of small, thickly wooded lakes, for fifteen miles to Sez-lina lake. This body of water is four and a half miles long and two miles wide. It is the headwaters of navigation for the future basin. When Mr. Ronayne was there on April 22d, Captain McDonald was building boats to take heavy steam-out machinery fifty miles to Lake

Teslin. The Sez-lina runs nine miles north into Teslin river. The only obstacles to navigation are the falls, ten miles from Lake Teslin. The water takes three tumbles of about fifty yards wide. Below the falls, six miles, are some rapids about half a mile long. The Indians avoid them.

From Sez-lina the trail keeps to the left of the lake along low wooded hills, overlooking the Teslin valley. The scenery is beautiful. The river is winding. The trail gradually descends to Lake Teslin.

TESLIN CITY.

From the mouth of the river to Teslin city is two miles. The townsite is located on the west side of the lake. When Mr. Ronayne arrived there on April 6th, Engineer MacGregor had just finished the survey of the townsite. It is half a mile square. There was only one log cabin, belonging to J. F. Albreath, of Telegraph Creek. The building was unoccupied. There were four log houses in course of erection.

There were about twenty tents. About 100 persons were present, including one provincial policeman.

McDonald's steam sawmill is directly across the lake, a half a mile. The mill was running in the open air. The ground was cleared for his steamboat, and some of the timbers were already cut out.

There were rumors of a \$15 a day strike on the Nah-so-keen river, which empties into Lake Teslin 45 miles north of town. This river drains the upper Cassiar Country. A number of miners were leaving Teslin daily for the strike, and about 100 men had already gone up there. Mr. Ronayne went in by the Shes-lay. He left Teslin on April 21st, and returned by the government trail.

Fish are plentiful in Lake Teslin. Trout, pike, white fish, and anconies (a species of pike) are abundant. Fish sell in Teslin for ten cents a pound. Moose and caribou are plentiful; their meat sells for twenty cents. Trout weighing 16 and 18 pounds are caught. The ice was four feet thick. The fish were caught through holes in the ice with nets. Returning there was little or no snow on the trail except on the summits.

AROUND TESLIN LAKE.

Gold is Found in Nearly Every Stream that Feeds it.

Klondike Bulletin, March 26, 1898.

One of the men best qualified to speak of the country around Teslin lake and the Pelly river is A. L. Pondreer, Dominion land surveyor, who has spent years in the north country at the head of a surveying party, working for the government. Speaking of the country south of Teslin lake, he has this pleasant account to give:

"The country north of the Stikine is perhaps a little more wooded than further south, but, nevertheless, food for horses is very abundant. Gold is found in nearly every stream, and on the Thelon and Doodson rich prospects have been located.

"Teslin lake is a very beautiful sheet of two to six miles in width and about eighty miles in length. The shores are not high, and are generally covered with the same short growth of trees which characterizes all of the interior plateaus. A saw mill has lately been built at the lake, and several steamers will be constructed during the winter. The navigation from the lake to Dawson City is open, there being only one rapid, which is not of much importance.

"The river coming out of Teslin lake is called the Hootalinqua, and then the Lewis, to the point where the Pelly reaches it, at old Fort Selkirk, where it takes the name of Yukon. I believe this is wrong. The Hootalinqua and Lewis are, by far the largest feeders of the Yukon; they are also in the same line of direction. Therefore, according to the rules of physical geography, it should be called the Yukon, and Teslin lake is its source.

"Two noted gold fields are known in New Caledonia—the Omineca, north of Frazier lake, and the Cassiar, which begins at Telegraph Creek. Large amounts have been taken from this locality. In Omineca powerful companies have started hydraulic mining on a large scale, and no doubt the same will be done in Cassiar. People with experience in that line and with sufficient capital do not need to go as far as the Yukon. Cassiar offers as rich a prize as Klondike to the hydraulic miner.

"Large tracts are not yet prospected at all, even for placers, and nothing whatever has been done in the line of quartz mining. It is known that rich deposits of galena occur on the Skeena, and rich copper ore is to be found on the Stikine and on Teslin lake. Native copper has been mined for ages by the Indians from this locality, and has been hammered into shields and used for currency, which can yet be obtained.

"For those who wish to take horses or cattle, the trail described offers no dangers of any sort, nor difficulties. Far from it. It is one of the most pleasant trails to travel, and I have remembrance of many happy days employed, riding gaily along, and camping at night, loaded with small game. With such a climate, during spring, summer and autumn, it is easy to forgive a few weeks of cold weather.

FORT WRANGEL CITY OF DESTINY

**Its Location, Harbor, History,
Resources, Happy Present
and Bright Future.**

IT IS THE NATURAL GATE

To the Great Inland Empires of
Omanien, Cassiar and
Klondike.

The location of the flag pole on the government plain, as taken by Messrs. Brown & Davidson, civil engineers, is found to be latitude 56 degrees, 28 minutes, and 22.91 seconds, north; longitude, 132 degrees, 23 minutes, and 14.50 seconds west from Greenwich.

This gives Wrangel about the same latitude as Glasgow, Edinburgh, and Copenhagen.

The town is situated on the north end of Wrangel Island, a strip of land 32 miles long with an average width of eight miles. The island is mountainous, the highest elevations being 3,000 feet above sea level.

The mountains are clothed with thick forests of spruce, hemlock and yellow cedar. The forests are almost impenetrable by reason of the thick growth of trees, interspersed with a villainous vegetable growth called the "Devil's Club," which is neither a bush nor a tree. Its spines greatly resemble those of the Mexican cactus.

THE HARBOR

Is a magnificent body of water, nearly circular in form, and about fifteen miles in diameter, protected on all sides by tall snow-capped mountains. The harbor has four entrances, but only one, the Stikkeen Strait, is deep enough for the largest vessels to enter at the lowest low waters. Ordinary sea-going vessels can enter through the other channels at any time. Once inside, in Etolin Bay, the local name of the harbor, vessels are safe from every wind and storm, and have good anchors.

THE CITY

The city was built originally around and along the shores of Etolin Bay. The main thoroughfare, known as Front Street, extends along the water front. At present it is unimproved, except in the matter of sidewalks, and only about three hundred feet is passable for a wagon.

The houses are all of wood. The majority are merely cabins, but many are good residences, quite a number having two stories. The buildings occupied by stores and shops are mostly one story frames, but several, like the Jackson block, have two stories. There are several hotels, among which is the large three-story Fort Wrangel hotel, managed by D. C. MacIntyre. This hotel would be an ornament to any town.

THE PLAZA

The government plaza is just to the north of Etolin Bay, and is the historic part of the town. On the east side is the large two-story court house. On the west side is the custom house. On the north side is the old barracks building now used as a restaurant, and the old block house, or fort, later used as a post office, and at present as the U. S. jail. It has two large cells, marked respectively No. 11 and No. 12. Cell No. 12 is still used for the confinement of prisoners, and cell No. 11 is occupied by the plant and sanatorium of the STICKEEN RIVER JOURNAL. The old loop holes in its thick log walls are still visible. The building is said to have been erected in the year 1868, one year after the American occupation. There was formerly a stockade surrounding the government reserve, but only a few stumps of it remain.

The Klondike Indians have some remarkably good houses, several having two stories, and are well constructed. Most of them, however, have been purchased or leased by the whites.

HISTORY

The place is named after General Wrangel, an official of the Russian government. The orthography has been changed by Americans to Wrangel. The official name of the post office is "Fort Wrangel." The port bears the name of "Port of Wrangel." The old Indian town of Wrangel, now deserted, is 29 miles south of the present town, on the same island. The Klondike Indians living there, moved here about 1798, and nothing is left at Old Wrangel but a few decayed log houses and totem poles.

The Russian government maintained a post here for many years. A few traces of their occupation remain on the south point of Etolin Bay. In 1867,

at the time of the American purchase, an American army force was stationed here, and about that time a custom house was established.

The first American settlers began to come in about 1878, a list of which is given elsewhere. For many years it was almost an exclusive Indian town. In 1874, the town had a boom from the Cassiar mining excitement as related in another column.

Last December the present boom began, when white people began to flock in. The country was new. It is new yet, and the old town was ill prepared to accommodate the thousands who were lured by the steamers. Food was brought in by nearly all, and more or less shelter in the shape of tents and buildings. There was little snow. On Christmas it was raining and disagreeable. The first heavy snow fell on January 9th. The snow-fall all winter did not exceed 24 inches. There was six inches of snow-fall on January 23d and 24th.

Several thousand people were camped in tents, sleeping room in saloons, private houses, and on the church floors commanded a premium. Women shared the hardships with the men in tents, often only warmed by Yukon stoves. Food supplies were never short except in certain lines, and that only for a short time.

The Indians reaped a harvest in supplying fresh venison, the most toothsome of fish.

Along in January, a great many persons, against all advice of old timers, began to move up the Stikkeen river, but only two succeeded in getting to Telegraph Creek. In February some two thousand persons were camped on Cottonwood Island, in the mouth of the river, eight miles north of Wrangel. Small detachments left daily up the river. The full history of their trials and hardships would make an extended story, and can be found mostly in the files of the JOURNAL, which kept faithful watch and ward over the news. In March, river travel became fine, and some three thousand people were on the trail, of which nearly all got through. The trail remained in most excellent condition till about the middle of April, when ice began to break up, and on April 28 the last ice floe was out. Navigation opened, as related on first page.

Meanwhile the town grew rapidly. New houses went up almost in a night, and an army of carpenters made industrial music with the hammer and saw, and the work has never stopped, nor will it stop until wood is replaced with brick and brick with stone.

In all the great rush, lack of accommodations and absence of home luxuries, a more contented, cheerful, and happy lot of people were never congregated than were gathered together in Wrangel from the four corners of the world this last winter. But very few quarrels took place. Early in winter a disreputable gang of gamblers, playing the notorious and ancient "shell game," robbed a large number of steamer passengers. The evil grew to such proportions that the good citizens took the matter in hand, and ordered the band of thieves out of town, and they stood not on the order of their going, but took the first boat out. A few have since quietly returned, but it is not believed that they will dare insult public opinion.

A more orderly, quiet, peaceable city than Wrangel does not exist on the face of the earth, and its good citizens have resolved, as with a will of iron, that this splendid character shall be maintained at any cost.

Wrangel has been peculiarly fortunate in being well advertised through no direct effort of her own. In the first place, that great corporation, the Canadian Pacific railroad company, has for many months daily scattered thousands of printed matter about Wrangel, and the Stikkeen river route, that is just beginning to bear a harvest, the richness of which it will be the bounty and privilege of Wrangel to reap and enjoy.

In the United States senate, in February, three day's time was consumed on a debate on the Alaska laws, in which Wrangel was constantly mentioned; and the debate, being telegraphed over the world, it was a great advertisement that did not cost this city one cent but which will result in adding thousands of dollars to this community. The most disagreeable, annoying, and

irritating thing, in the way of advertising, which was also given gratis, has been the persistent, malignant, malicious, and lying reports which such pretended journals as the Seattle Post-Intelligencer, the Victoria Times, and the San Francisco Examiner, together with a host of smaller fry, have been industriously publishing and re-publishing about Wrangel, and the Stikkeen river route.

In the case of the San Francisco Examiner, a most wilful falsehood was published, purporting to be an interview with Captain Newcomb, of the steamer Capitiam, which he promptly and most emphatically repudiated.

The proprietor of the Victoria Times obtained the sum of \$500.00 in hard United States gold coin from the citizens of Wrangel to helpstart his paper. He has been among the vilest of the vile in heaping abuses upon the city, and in vain attempts to assassinate its good character.

The Seattle Post-Intelligencer, with malice aforethought, deliberately and wickedly published one article, which was so particularly false, that the people of Fort Wrangel, through its chamber of commerce, entered a formal and most emphatic protest, that is bound to bear good fruit and bring well-merited punishment on the slanderers of its fair name.

"It's a good apple tree that's well clubbed." Hence, there must be something good in Wrangel, or it

"He Is Sleeping In The Klondike Vale Tonight."

By J. E. Fitzpatrick.

One day I saw a gallant ship departing,
Friends and sweethearts waved a goodbye from the shore,
But the merry scene it bore a tinge of sadness,
For among the throng there's one we'll see no more,
In the crowd there stood a woman lone and lonely,
For against her will her boy had taken flight,
Tempted by the wealth untold,
To a land that's decked with gold,
He's prospecting in the Klondike vale tonight.

CHORUS:

In far away Alaska where the Yukon river flows,
Where the mighty boulders stand mid wealth and night,
With a fortune there untold,
In a grave that's decked with gold,
He is sleeping in the Klondike vale tonight.
On the shore each day an anxious throng was waiting
For the tidings of the ones they loved so well,
When a message came it cast a glow of sorrow,
'Twas the saddest story ever tongue could tell:
Some had wealth, but in their joy was mingled sadness,
As they told how many perished in the fight,
One a lad, so brave and bold,
In a grave that's decked with gold,
He is sleeping in the Klondike vale tonight.

CHORUS:

would not be made the subject of such territory vile attacks.

IMPROVEMENTS

The most improvements have been of the most substantial character. First came the mammoth McKinnon wharf, which was finished in February. Then the C. P. R. wharf, which was completed in April. Next the Dansie wharf, which is now being finished. The opera house is a fine building. The Jackson block shows the good faith of the U. S. Coast Commissioner, the Hon. Kenneth M. Jackson, at this place, who is investing here every dollar of his income. The Milner saw mill is on the main land, at the mouth of the Stikkeen river. The contemplated improvements are many, but it is safe not to count chickens before they are hatched. Full descriptions of these various improvements will be found in other columns.

FACTORIES

Wrangel has several factories, that employ in all about 300 men, who are paid good hard cash wages every Saturday night. They include two sawmills, one cigar factory, two manufacturing jewelers, one fish cannery, three tin shops, two blacksmith shops, several carpenter and cabinet shops, one ship yard, about ten laundries, one plumbing shop, one cooper shop, two breweries, two newspapers, besides these there are numerous hotels, lodging houses, and restaurants, all good places.

GEOGRAPHICAL LOCATION

Wrangel enjoys a geographical location that gives her great advantages. Glancing at a map of the Pacific coast it will be seen that every few hundred miles there is a large and growing city.

On the far south there is Los Angeles, that young giant among the orange groves, that feels the pulse of her hot, young blood, as she is marching on to her glorious destiny with a momentum that cannot be stopped.

Beside the Golden Gate, San Francisco, the city of the argonauts of '49, lies tranquilly in her accumulated wealth and power.

Further north is Seattle, the queen city of the northwest, with her peculiar

general, ideal location, and great resources.

Wrangel is at about the same interval north, with more great resources, and equally as good a geographical location as has her sister city on the sound.

Dawson, the delight and wonder of the world, sitting by the great Yukon, surrounded by inexhaustible and enormous quantities of gold, such as the world has not known since the days when King Solomon gilded his temples from the mines of Ophir, is about the same interval further north, and will be last in the great chain of great cities that extend from the tropic of Cancer to the Arctic circle.

Nature has ordained that here should be a great city. She has provided all the resources for its erection, and the necessary food, fuel, and furnishings for its builders. Everything is at hand. For all untold ages these conditions have existed, until, in the divine decrees of that over-ruling Providence, which guides and directs the destinies of men, the magnetic gold fields of the far northwest were uncovered to the eyes of the world, to induce her children to come to this new-new world, and here create a commonwealth like unto those which their ancestors have built in southern lands.

As shown by Dr. Mithorn in another column, there are equally as good reasons why other Klondikes might be found on the shores of Southeastern Alaska, and already have there been remarkable developments.

The Treadwell gold mine on Douglas Island is a wonder.

The petroleum springs along Cook's inlet give far more promise than did the old Seneca springs of New York.

Copper is found on the river bearing its name.

Galenic lead ore is found at certain points.

Within a few miles of Wrangel there has recently been discovered a coal ledge. The coal is soft, strongly im-

pregnated with petroleum, and is fine fuel.

The fish industry is one whose capacity is just beginning to be developed. The fish of Alaskan waters have long been recognized as possessing all the standard qualities for food. This industry will yet sustain thousands of persons in Alaska.

The lumber industry bids fair to assume enormous proportions. As population increases, the demand for building material will increase, as it has increased. Ship building will be one of the main features, and exportation to foreign countries is bound to come, as southern forests become exhausted. Fine varieties of building granite and marble, are found, and fortunes will be acquired in this line.

Small farming in Southeastern Alaska is already a success, and few dream how far it can be extended. The government experimental station, about to be established at Wrangel, will be watched with great interest.

The position on the map makes Wrangel the gate to three great inland empires, already mentioned, as is fully shown on the first and second pages. Its nearness to the great Stikkeen river, makes it the DOOR to those sections, through which people and supplies must go IN, and through which returning millionaires with their treasures will come OUT.

As said before, God never made a more wonderful country, a country with more natural resources, the grandest under the northern sun. SOUTHEASTERN ALASKA, of all which, WRANGEL IS THE COMING METROPOLIS, as she is NOW THE LEADING CITY.

THE Northern Light.

A Quarterly Exponent of the Work of Presbyterian Missions in Alaska.

PUBLISHED AT FORT WRANGEL, ALASKA, BY
REV. CLARENCE THWING, M. D.

Subscription Price, - - - 20 Cents.
Ten Copies to one Address, \$1.00 a Year.

JOHN E. SALES.

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SALES



Here is a
Fortune-Maker

Tract of about 20 Acres right in the heart
of Wrangel can be bought NOW
for \$2,500.



FOR SALE

Best located two-story store-front building, and lot, on Front street, renting for \$250 monthly \$5,500

Nine-room house and lot, excellent location, renting for \$50 monthly \$2,500

Four-water lots, 27 1/2 x 150, in fine location on Front street, can each be bought for \$800

Lots in the Foster Tract \$10

Lots in the Campbell Tract \$25

Lots in the Sales Tract \$50

Lots in the Cole Tract \$75

Property for sale or rent in best locations in Wrangel.

Can Quote You
Lowest Rates
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Stikkeen River Points.

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Brokers.

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Fort Wrangel, Alaska.

ABOUT NEW FORT WRANGEL.

The Beauties of Alaskan Scenery
Portrayed.

A LAND OF PERFECT BEAUTY

Effects of Climate and Scenery
Upon the Soul—How the City
and Harbor Appear.

By Alah A. Sparhawk.

One of the most romantic spots in Wrangel is the Wheeler residence, situated on Evourne Heights. It is accessible by a winding walk, in some places so difficult of ascent that steps are necessary.

From the south and west windows of my room, a magnificent view is obtained, overlooking the incoming and outgoing world, giving a full view of the most desirable scenery, namely: the tall everlasting mountains, with their snow white tops, the blue placid waters of the bay covered with the canoes of the merry fishermen, or boats of the pleasure seekers; crafts on their missions; steamers sailing vessels, and deep sea vessels, all of which make up the quiet, peaceful city of the waters. Many crafts are moored in the bay.

The hundreds of white tents scattered in every direction, the newly built houses of every shape and size, interspersed with the lively evergreen trees, all add to the pleasing landscape.

Mingled with the grandeur of the sweet freshness of the sun-kissed morning, is the song of birds, the hammer and saw of the busy carpenter, people moving in every direction, and hundreds flocking to the wharf to welcome a large British steamer, which is nearing port, so eager are they for tidings of the exciting war.

The fresh foliaged trees of grand size stretch away in every direction, even to the mountain heights, where they seem to vie with each other in seeing which can reach its head nearest heaven. In the distance are mountainous islands which stretch far along the coast. In every direction the mountains may be seen encircling the town, girding the horizon with their snow white peaks, which seem to woo us with a resistless power. Here and there are clusters of hemlock, fir and spruce.

Owing to the divergence of the coast from its direction of north and south to a line extending southeast, Wrangel has also a northern outlook.

To the left are scattered clusters of houses, and reaching out into the bay is a point of land on which is situated the residence of George Shakes, chief of the Klinket Indians.

One of the peculiar features of this picturesque city is the dense growth of moss which covers the old logs and stumps, and augments the strangeness of the scenery.

Where is the cold frozen region for which we came prepared? May drops her gentle showers upon the mountain side, and nature is awakened to life and puts on her summer garb, and this is our Arctic (?) region? Oh, wonderful country! No place in history has excited the human family more than the gold fields of this region. The very mention of ALASKA sets the mind in a ferment and creates an intense thirst to seek its shores.

Few towns have come to the front so rapidly as Wrangel. There is always a peculiar fascination in the rapidity of enterprise, and the rapid prosperity of courageous and successful men, and this is one of the busiest and most enterprising ports of Alaska.

Wrangel is built face to face with the beautiful blue waters of the bay, its feet bathed in the mild Japanese current, and its head pillowed on the mountain side. Its harbor, which is said to be the best in Alaska, and one of the best in the world, receives ships from all over the globe, bringing people from every kindred and every tribe.

Its population varies like the sands on the sea shore. New and interesting features are being daily added to its short history. Shrewd business men assert that the finding of a rich region of gold deposit is at hand for Wrangel.

The totem poles, ingeniously carved with interesting figures, and defaced by time, attract all tourists. They are a relic of the early race who still inhabit these regions. In their eyes the totem is sacred, being the genealogical tree of the family.

The atmosphere itself is the best of tonics, and braces the

MALONE & THOMAS

NO. 21 FRONT STREET.

Fort Wrangel, Alaska.

The Warwick Club Rooms.



A Resort for Gentlemen.

The new firm of Malone & Thomas has taken the annex of the Fort Wrangel Hotel, and named it **The Warwick**, after their great wholesale and retail liquor house in Tacoma, from which place these gentlemen came here, and have fitted it up in the most elegant style for the accommodation of their already large and rapidly growing trade, making it one of the finest resorts for gentlemen to be found in the whole of Southeastern Alaska. They serve first-class temperance drinks and the finest cigars that the markets afford.

The Club Rooms are in charge of Frank Carpenter and Ed. Hayes, the latter being a well-known Grand Army man. All the late periodicals make **The Warwick Club Rooms** a most inviting place to the traveler to rest, and plenty of Stationery provided free, with convenient places to write. The gentlemen in charge are gifted with that urbanity which thaws the stranger, and makes him feel at home. Bulletins are kept posted of the movements of steamers, and a regular information bureau, as to the town and its interests, and the boats of the river, is maintained so that the stranger can find out what he wants to know in a very short time, and with no trouble. The furnishings and fixtures of both apartments are in the latest and most elegant styles, in the finest woods, with fine French mirrors, and beautiful pictures.

The Warwick Club Rooms.



A Resort for Gentlemen

Messrs. Malone & Thomas also do an Exchange Business, Issue Drafts, Etc., Etc

THEIR RATES ARE VERY LOW.

will to its work, sets the thoughts in the right train, and attunes the soul for all that is to be enjoyed in Alaska.

None should come to this country with the impression that he will acquire a fortune without trials and difficulties. To be successful here one should possess sterling habits of sobriety, industry and perseverance, and have a resolute and indomitable will. If he has not enterprise and force of character, he should remain at home.

The men who come here are of the better class. They display unflinching reverence for the comforts of the true woman, which is the New Chivalry of this New World. Kindness and courtesy are deeply ingrained into the fiber of these people.

Life in Alaska impresses new features on our character. We find ourselves in an atmosphere so strongly stirred and surging that we feel we must join with it and soon enjoy the strong current more than the still stream. All the pleasant experiences of this new country have stored my mind with agreeable memories that will never die.

When one has planned an adventure, and discussed ways and means, and dangers, there is a satisfaction in reaching the base of operations; and when kindred and friends have tried to dissuade and intimidate one, there is added to satisfaction that other feeling which fires the blood and awakens one to a thousand melodies before unheard.

Amid these new and varied scenes of land and sea I find such a generous measure of happy content as I have never dreamed. I love the light and beauty that dwells in nature, its presence uplifts my thoughts from earth, and a sweet peace fills my soul.

Robert J. Collier and party, who have been camping here, this winter, and who left some time ago prospecting up the Stikine river, passed through Telegraph Creek the other day on their way to the new strike on the Nah-so-keen river.

J. A. Prairie has a stock of patriotic badges. Wear one and show your colors.

Cassiar Mines.

This week the seers and sages of Wrangel poured out their wisdom's treasures in regard to the Cassiar mines.

Mr. L. J. Lewis, the jailer, a gentleman complete, with genial face and manners, spent two years in the noted mines. "There were busy times and dull times," he said. He was part owner in a beautiful river steamer of 50 tons, which plied on the lake. The name, "The Lady of the Lake," would indicate a romantic tinge in his life. Who knows what it may be? Times were not lively enough to suit his nature, and he returned to Wrangel.

Mr. J. Finlayson spent eleven years searching for gold! gold! that metal so hard to get and heavy to hold. One day his face grew bright, and cheerful when it was discovered that one pan, which he had taken out, contained sixty-two ounces, and in the clean-up at night over two hundred ounces were found. And that cheerful genial look is still deeply imprinted on his face.

Duncan McKinnon, Robert Reid, and several other prominent business men of this city, have spent much time in those mines with good success.

All remark that the mines were exceedingly easily worked as compared with other placer mining, as the gold was so near the surface.

Above 2000 men were at one time employed there, but lately not many white men, other than a few Chinamen are continuously re-working the old diggings.

Three parties have left here this spring for that place.

Last Tuesday the beautiful steamer Elwood left for Glenora taking for the Cassiar country a load towards the construction of the proposed Cassiar Central railroad.

Messrs. Reid & Sylvester have been appointed agents at this place for the Cassiar Central railroad company.

One of our prominent business men states that James S. Porter, the B. C. gold commissioner, tells him that numerous rich quartz mines have lately been discovered in the Cassiar country.

Real Estate Transactions.

EDITOR JOURNAL: At your request I herewith give you a general statement of the number of instruments filed for record in the Recorder's office from November 1, 1897, to May 13, 1898:

Mining instruments, (principally notices of location)	248
Instruments pertaining to land and town lots	499
Water right locations	5
Chattel mortgages	12
Marriage certificates	7
Total	761

Conveyances and location notices for the present week:

May 9th, two quartz claim locations, Lee McWilliams and R. Boyd Young, locators.

May 10th, deed, J. E. Sales to W. D. Baker.

May 11th, deed, Wm. Reilly and E. J. Reilly, to Richard Murphy, and G. H. Johnston.

May 11th, deed, G. H. Johnston and Richard Murphy to J. W. Stewart.

May 11th, deed, Chas. L. Hedges and Geo. Clark, to A. W. and F. West.

DUKE HUNT, Deputy Recorder.

Wrangel Mill Company.

Through the courtesy of the owners a JOURNAL reporter was shown through the entire plant of the Wrangel mills, and the operation of converting the immense logs into lumber, and the still more intricate form of boxes, was shown in detail.

For those who happen to be particularly interested in the lumber industry it might be well to say that the mill at present has a capacity of thirty-five thousand feet per day, and is employing nearly sixty men.

In addition to the immense circular saw, a gang edger, two planers and a fine set of box machinery are constantly used, and the output of the entire plant hardly equals the demand.

The mill was built with the object of furnishing boxes for the different canneries, and last year 100,000 were made for this purpose.

The cost of logs on the bank from three to forty miles from Wrangel is from three to five dollars per log and lumber is from sixteen to thirty dollars per thousand feet.

Thos. A. Willson, one of the proprietors, has lived in and about Wrangel since 1884, and that his enterprise and good business judgment is appreciated by the citizens, is evidenced from the fact of his election as president of the recently organized chamber of commerce.

Of Rufus Sylvester, Mr. Willson's partner, little need be said, as he is a partner of the pioneer merchant firm of Reid & Sylvester, and is known the entire length of the Alaskan coast.

Fife & Alaska Co.

DEALERS IN

Dry Goods, Millinery,
Fancy Goods, Notions,
Wall Paper, Etc

Hardware, Tinware, Guns and Rifles, Cartridges, Groceries, Dried Fruits, Canned Goods, Hams and Bacon, Crockery and Glassware, Rubber Boots and Shoes, Bed Springs, Mattresses, Pillows, Pillow Slips, Sheets, Blankets, Quilts, Bed Spreads.

CALL AND EXAMINE

OUR MOTTO IS NOT TO BE UNDERSOLD

No. 625 Front Street,

Near the Saw Mill.

Fred Salaman

Washington place, off Front street,

Fort Wrangel, Alaska.

Issues drafts on San Francisco, Portland, Seattle, Victoria, Vancouver, etc. Executes every kind of business on commission. Correspondence throughout Europe.

CUT RATES

The Washington-Alaska S.S. Co. will meet any cut rates from Alaskan ports to Puget Sound ports on their southbound vessels.

Their elegant steamer

...City of Seattle

Will arrive at Wrangel from Dyce tomorrow, Sunday, May 15, 1898, and will sail immediately for Seattle.

Loans Negotiated. Real Estate Bought and Sold

Bryant, Delaney Co.

GENERAL COMMISSION
All deposits must be made with us, otherwise the purchaser will be held responsible for our commission. Rents Collected. Property taken charge of.

316 1/2 Pike St., Seattle, Wash.

P. W. Pick & Co

Dry Goods, Groceries, Tobaccos,
Cigars, Candies, Nuts, Etc.

632 FRONT ST. - - - WRANGEL.

Gem Restaurant AND BAKERY.

Cor. Paradise Alley and First St.

Where you can get the Best Meal in the City. Polite attention and Everything First-class.

The City Cigar and Tobacco Store

CIGARS, TOBACCOS, CANDIES,
FRUITS, STATIONERY, ETC.

Everything First-class.

Wellington Coal YARD.

Fort Wrangel, - Alaska.

Large supply constantly in stock, at the lowest market rates. Steamboats loaded at any hour.

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CLARK, INGERSOLL & WEYMOUTH'S,

and on board

Barge Richard III.

M. MANSON,

Agent for R. Dunsin's & Sons

MONTE CRISTO MATERIALIZED

The Dream of Ages Has Finally
Come True.

ARABIAN NIGHTS ECLIPSED.

"The Gold of That Land is Good"
There Will Be Enough
For All.

Correspondence Seattle P. O.

The island of Monte Cristo, as it has been named, was settled by two Swedes, who went across the ice to cut wood. They had a large contract and found a heavy growth of spruce timber on the island. They cleared a small space to erect a cabin upon and after the walls were up they began to hatch the roof with brush and dirt. In digging in the ground one of the Swedes thought the sand and gravel had the appearance of bearing gold. He could not rest until he had panned out several pans. To the delight of both men they found excellent results. In a moment they abandoned all thought of their wood contract and disdaining even to put the precious sand on the roof of their cabin, they went at the task of sinking a shaft to bedrock. For the next few days they worked almost day and night, without sleep or rest, until they had sunk a shaft a depth of thirty-eight feet, where they struck bedrock.

All the way down they panned the sand frequently and always noted increasing richness, until at bedrock the yield ran from 50 cents to \$5 per pan. Just above the bedrock was two feet of black sand, while the bedrock consisted of disintegrated quartz.

The two Swedes hastily closed up their shaft and left for Dawson with all speed to notify Inspector of Mines McGregor and to record their claims. As soon as they had filed Mr. McGregor, Attorney for the Crown Wade and several others accompanied the two Swedes back to the island of Monte Cristo. Mr. Wade went down in the shaft and panned out several pans of sand. To his astonishment, and to the surprise of Inspector McGregor and the others, the pans yielded from 75 cents to \$8.50. It did not take long to stake the entire island and to make tracks for Dawson.

The island is directly in the middle of the Yukon river, one and a half miles below the mouth of Eadslee creek. It is 757 feet long and from 400 to 800 feet wide. It is thickly wooded. The discovery was made early in March.

The most interesting discovery that has ever been made of a paleontological nature in the new mining region was made a short time ago on No. 9 below on Hunker creek by George Johnson and John Belok. The discovery was made at a depth of twenty feet of the mammoth skull of a buffalo, with horns in a perfect state of preservation. In the horns and head, mixed in with the gravel, was found a fraction over \$4 in gold. The skull was badly fractured. It is the intention of the finders of these bones to send them to the Smithsonian Institution. On Hunker creek have also been found large chunks of driftwood, pieces of trees and stumps, many of them in a fine state of preservation, showing recent burial. These pieces of wood and the horns have been found mixed in with the pay gravel, showing that the deposit was made since the glacial period. Hunker creek is the only one in the district that has been characterized by these peculiar finds. In the Forty-Mile district in Franklin gulch on Davis creek similar finds of driftwood have been made.

Geology of Southeastern Alaska.

By H. J. Matheson, M. D.

All the channels of Southeastern Alaska now filled by the sea were once occupied by glaciers. The whole country was then elevated some thousands of feet above its present altitude, and its subsidence caused the melting of the glaciers and the deposit of the worn and rounded boulders everywhere seen in the channels and along the beach.

The present glaciers found in Southeastern Alaska are only the comparatively insignificant remains of what were formerly enormously long and wide glaciers extending from the heads of the upper channels to the south boundary of the territory.

After the subsidence of the country and disappearance of the glaciers, the whole country was again elevated from twenty to forty feet, so that along the channels the banks show evidences of having been at one time covered by the sea.

In most places where the land slopes gradually to the water, the old sea bottom or beach is found, upon digging down for a few feet but, as the re-elevation of the land was small, amounting to but a few feet, this is not a very noticeable feature of the country. At the same time, most of the settlements in Alaska are located over this old sea bottom or beach, since they are nearly or quite near the water.

It follows, then, that there are large tracts of land in Southeastern Alaska that are the undisturbed beds of ancient glaciers as much as any part of the interior where the wonderful placer foundations are now being found.

It is safe to say that prospecting for this geological formation of glacier beds, undisturbed by the action of the sea, that is above the line of the old sea bottom, and beach, say twenty to forty feet above the present line of high tides, has never been done to any considerable extent in Southeastern Alaska, and yet it is highly probable that the very same formation exists in many places in Southeastern Alaska that exists in the interior, with even better prospects of success in finding gold on account of the fact that the mountains of Southeastern Alaska show better quartz deposits than in the interior.

Improving the Teslin Trail.
Ashcroft, B. C., Journal, April 9, 1898.
Mr. R. Hall, agent of the northern posts of the Hudson's Bay company, and who in person, is familiar with the northern country, urged the government last winter to corduroy all the swamps between Glenora and Teslin lake, but on account of the Mackenzie, Mann & Co.'s contract, the matter was not entertained. As the railroad plan was blocked [for a time] the government has taken the matter up and has given instructions to Mr. Porter, gold commissioner, to engage at once every available man to corduroy the swamps and make the roads good for traveling. It is estimated that the work can be completed by the end of June. Mr. Hall deserves great credit for pushing this commendable work, and it was by his efforts that the work was again taken up. Klondikers will appreciate the fact that they will be able to travel over a good road from Glenora to Teslin lake.

AT THE CROSS.
(Translated to the Klinket Indian Language of Alaska by Mrs. T. K. Paul.)

Ha unkuo oo doo shay yee,
Hah gah yai kow wah dah
Kihlath ya koo ga hah sah hun leh.
Ahh, thlath oo she gaye yake.
CHORUS.
Yu ka nast, Yu ka nast
Du ka gunny whas see tene.
Ahh oolshe gaye too ow ya oose
Ahh ko teen nee too
Dok ak shoe klee ut
Yah ye dahit ah too klee see goo.
Ha unkuo do shay yee
Hah gah yai kow wah dah
Thlath ya koo ga hah sah hun leh.
Ahh itah oo she gaye yake.
CHORUS.
Yu ka nast, Yu ka nast
Du ka gunny whas see tene.

TESTIMONY ACCUMULATES.
A Guide of 17 Years' Experience
Chooses the Wrangel Route.

Klondike Bulletin March 21, 1898.
Day by day the testimony pours in and the more it pours the more favorable it becomes to the Stikine route.
Mr. A. G. Jordan passed through Minneapolis a few days ago enroute to St. Louis, where he is to meet a party of gold seekers.
It is seventeen years since Mr. Jordan went into the Yukon country in a spirit of adventure and over ten years since he began working mining claims. While he still owns several mining claims he is now engaged in acting as guide for parties wishing to go to the gold region. In this work he has been over all the routes, and he unhesitatingly declares in favor of the Wrangel-Stikine route.

Mr. Jordan has just come from Dawson City and does not speak second hand. He says the people of Dawson have food enough to last them until June, by which time he thinks new supplies will be brought in. Incoming over the Lake Teslin route to Telegraph Creek he says there are no mountains to cross and the trail is good at any time of the year.
For winter travel snow falls in the rough surfaces of the ice, making an excellent sled road, and in the summer the streams are navigable so that no matter what time of the year the Stikine route is the best. He says he found large numbers who had gone to Skagway coming back to Wrangel to take the Stikine river route.

Mr. Jordan expects to have a party of 400 from St. Louis and vicinity to guide up the Yukon country during the coming month and he will take them all to Wrangel and thence up to Lake Teslin, being in readiness for the onward movement as soon as the lake opens.

Mr. Jordan charges each person the lump sum of \$50 for putting them into the country, and is consequently interested in securing the easiest and most rapid route as time with him is economically money.

He has the added advantage in time saving that he will use one of the Canadian Pacific steamers "Tartar" or "Athenian" which run from Vancouver to Wrangel in connection with the Soo-Pacific and make the trip one day less than by any other way.

After seventeen years' familiarity with the country and its means of communications with the outside world, Mr. Jordan takes all his parties to Wrangel. This tells the whole story.

L. G. DAVIDSON,
Portland, Or.

GEO. M. MILLER,
Wrangel, Alaska.

MILLER & DAVIDSON

Real Estate and Mining Brokers

WRANGEL ALASKA

FORT WRANGEL

Young Men's Christian Association

Rooms near the sawmill. Open every evening from 7 to 10.

Men's meeting, Sunday, 4 p. m.

Bible Study, Monday, 8:30 p. m.

Social evening, Thursday.

Membership fee, \$2 a year, entitling to use of reading room, gymnasium, bowling alley, and game room, and free admission to all entertainments.

For lodging or employment, etc., apply to W. H. PORTER, Secretary.

Marshall, Nixon & Co.

Wrangel Boiler Machine Works

Sheet Iron Work, Blacksmithing and General Repairing.

Office at Royal Restaurant, Lower Front Street

Wrangel

Furniture Co.

Lower Front Street

John P. Benson, Mgr.

Furniture, Stoves, Tinware,

Crockery, Bedding, Etc.

COAL

The famous

Wellington Coal

Now on sale at the lowest market rates

Offices at Clark, Ingersoll & Weymouth's or on board Bark Richard III.

Steamers called at any hour.

M. MANSON,

Agent for R. Dunsmuir & Sons

The Chicago, Milwaukee & St. Paul Railway.

Operates its trains on the famous block system.

Lights its trains by electricity throughout.

Uses the celebrated electric best reading lamps.

Runs splendidly equipped passenger trains every day and night between St. Paul and Chicago, and Omaha and Chicago.

THE

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Also operate steam heated vestibuled trains, carrying the latest private compartment cars, library buffet smoking cars, and palace drawing room sleepers.

Parlor cars, free reclining chair cars, and the very best dining car service.

For lowest rates to any point in the United States or Canada, apply to ticket agent or address

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A. W. TAYLOR & CO.,

GOVERNMENT STREET,

VICTORIA, B. C.

(Opposite the Bank of British Columbia.)

Before Buying Outfits and Transportation for the Klondike save time by consulting or corresponding with us.

FOR ALASKA

The Fine Steamers

NANAIMO

and

SIGNAL

will ply between Puget Sound and Alaskan ports on regular trips weekly. A full fleet of Sailing Vessels will be operated by this Company between Puget Sound and Alaskan ports, including St. Michael. For further particulars apply to

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1141 Front Street,

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Pullman Sleeping Cars

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HELENA

BUTTE

SPOKANE

And all other points in the United States and Canada.

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CHICAGO

PHILADELPHIA

WASHINGTON

NEW YORK

BOSTON

And all points East and South, also to China and Japan via The Northern Pacific S. S. Co.

For full information, rates, routes, maps, etc., apply to

I. A. NADEAU, Gen'l Agent, Seattle, Washington.

A. TINKING, Gen'l Agent, Tacoma, Washington.

E. E. BLACKWOOD, Agt N. P. R. R., Victoria, B. C.

OR

A. D. CHARLTON,

Asst. Gen'l Pass. Agt.,

Portland, Oregon

CHAS. S. FEE,

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In Dining Cars Meals a la carte.

Rock Ballast

No Dust.

America's Scenic Line.

Connecting at Duluth with palatial

Steamers NORTHWEST and NORTH-

LAND for Buffalo and all

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TO

Kootenai Mining Country.

Leaves Seattle

Overland 4:00 p. m. 10:30 a. m.

Coast Line 8:15 a. m. 6:15 p. m.

JAPAN AMERICAN LINE

Steamship RIOMEN MARU for Japan,

China and all Asiatic points,

sails from Seattle.

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612 First Avenue, Seattle, Wash.

MAURICE HEALY

THE FORT WRANGEL MERCHANT.

Wishes to say that he has a fine line of

GROCERIES, DRY GOODS,

HATS AND CAPS, BOOTS & SHOES

GUM BOOTS, HARDWARE,

To which he calls the attention of the trading public.

The Best line of Clothing in the City

Miners' Supplies Oil Clothing

Rufus Sylvester. Thos. A. Willson

Willson & Sylvester.

Fort Wrangel Mills

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OF

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Yellow Cedar Red Cedar

Spruce Lumber

FLOORING

CEILING

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Patronize the

Wrangel Billiard Parlor

LYNCH & JONES

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Resort

for the

Boys . . .

Cigars and Refreshments

Front Street, Wrangel, Alaska

The

ORIENTAL HOTEL

P. FLANNERY, Proprietor.

This is a new house and is centrally located. There is nothing too good for its patrons

FINELY FURNISHED ROOMS

Open Day and Night

Refreshments and Cigars

Glenora Steamship Co.

[Limited]

THE STEAMER "COURSER"

Will make regular trips to

Glenora!

For Rates and Fares Apply to

H. LEE, agent, Glenora Steamship Company, Ltd.

Reid & Sylvester's

Let your friends back at the old home know what is happening in the gold fields.

...The Journal,

Three Dollars Per Year, in Advance.

RETURNING SOUTH?

NEW SERVICE

MAGNIFICENT STEAMSHIPS.

C P S S L
COMFORT OLITENESS PEED SAFETY LUXURY

SS. TARTAR 4,425 TONS.
SS. ATHENIAN 3,882 TONS.

STIKKEEN RIVER FLEET—Steamers "Constantine," "Dalton," "G. M. Dawson," "McConnell," "Ogilvie," "Schwatka," "Terrill" and "Walsh."

PROPOSED SAILINGS WEEKLY

SS. Tartar.

SS. Athenian.

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LOW RATES

To Seattle, St. Paul, Montreal, Boston, Chicago, New York and all Points East.
Through Tickets, Lowest Rates, and Full Information at

WRANGEL, 1 to 15 FRONT ST. **C. P. R. TICKET OFFICE** WRANGEL, 1 to 15 FRONT ST.

H. B. CARTER, General Agent, Wrangel.

R. A. CORBET, Ticket Agent, Wrangel.

The Klondike Liar.

All the Judas Iscariots and Ananias of all the ages seem to be represented in the Klondike regions, from which emanates from time to time the most wonderful tales that would put Baron Munchausen to blush. The following effusion is by a man who lived in that frigid region long enough to catch the spirit: "A man who wintered up there seven years told me it was so cold in January they froze the flames of the candles and sold them for strawberries. He said they kept fires over night by putting them out in the air and letting them freeze and then thaw out in the morning. He said he had seen four men die of colic from eating whiskey that was frozen so hard it wouldn't thaw inside of them. He said the cows gave ice cream until they froze to death. He knew a clerk in a hotel on the Yukon who got rich selling the diamonds he wore, said diamonds being nothing on earth but ice crystals that didn't thaw until after the clerk got out of the country. He had seen a man fall off the roof of a barn and freeze so stiff that he broke in two when he struck the ground. He had seen the smoke freeze in the chimney till the fire would not draw and he knew of one case where the smoke froze after it got a hundred feet up, and fell back on the house knocking a hole in the roof big enough to drive a yoke of steers through. He said the reason the nights were so long is that the dark got froze so hard the daylight couldn't thaw its way through in less than six months."

His Honeymoon.

The colored female cook of a family living at the south end came upstairs the other afternoon, and, twisting up the corners of her apron with considerable embarrassment, said to her mistress: "You see, missus, I thought it mought be bes' to be tell' yor dat I—done got married las' week." "Ah, indeed! And what is your name now, Hannah?" "Mis' Williams, ma'am. You see, my husband' he am a cook, too. He am what dey calls a shelf in a hotel." "A chef, heh? That's very nice. And do you expect to leave us directly, Hannah?" "Not d'rectly, mum. I'll stay wid ye for de present. You see, my husband' he's done gone to New York and Washington on his honeymoon, and it'll be nigh onto six weeks before he comes back!"

Mining and land location notices on sale at the JOURNAL office, ten cents each or three for twenty-five cents. Mailed to any address.

The National City and Rosalie were here Sunday southbound.

The Amount of Gold.

Washington, April 21.—Secretary Gage says all estimates begin with the calculation made in 1872 by Dr. Linderman, then director of the mint, who placed the stock at \$128,379,864, and that since that time the estimates have been arrived at by adding to the stock of 1872 the annual coinage and the domestic coin imported, deducting the loss on account of recoinage and exportation.

The secretary furnished an estimate of the loss by wear and otherwise of paper money, the total of which upon full issues, he places at \$13,145,300.

It Was Already Open.

Victoria Times, 29 April 1898.

According to the master of the tug Constance, which returned this morning from Wrangel, to which port she towed the government tugboat Samson, navigation on the Stikkeen river will open about May 15th. When he left Wrangel, six days ago, the river was open for three or four miles above Cottonwood island, and in places above there. The river steamer Louise, which was running to the island, was tied up for repairs, and the Ramona was making two trips a week.

Wrangel Would Be Cheaper.

Ashcroft Journal, 30 April 1898.

A railway from Ashcroft would benefit principally the whole of the interior north of here—Cariboo, Omineca, Peace river, and Cassiar, while from Port Simpson it would traverse an uninhabited, barren and almost unknown wilderness. It is hoped that good judgment will prevail in the selection of a railway to the north, as it means much for the welfare of the province.

W. Foster reports that two Indians came in from Unak island Monday week, with \$1,350 worth of gold nuggets, and that the same day two white men came in town with \$167 of the same stuff, and departed as mysteriously as they came.

Eleven names of visiting masons have been added to the register of that order at the office of Sheldon & McLaughlin.

The steamer Amur arrived at 11 o'clock p.m. Sunday, four days from Victoria, with a large freight and passenger list for Wrangel.

A Californian, by a special process, has succeeded in solidifying petroleum into a black, solid mass, which burns like coal, with less smoke, and throws out thrice the heat. It can be cast in bricks, is clean, and gives out little petroleum odor.

NOTICE TO MARINERS.

Dominion of Canada, British Columbia.
Rules for the Navigation of Stikkeen River.

The Department of Marine and Fisheries of Canada has made arrangements for a system of signalling at Little Canyon, on the Stikkeen river, to prevent collisions therein. Immediately after the opening of navigation a station will be established at each end of the canyon, at which signals will be displayed for the guidance of vessels.

A white ball, or disc, hoisted to the top of a mast will denote that the channel is clear, and that a vessel may enter the canyon from the end at which the ball is displayed.

A black drum or square will denote that the channel is not clear, and a vessel must not enter the canyon on any consideration when the drum is displayed.

The drum and ball shown together will be a signal between the two stations for information of the signaller, and no vessel may enter the canyon when this signal is shown.

In the event of vessels approaching the canyon from both ends simultaneously, the upward bound vessel will be held below the canyon until the descending vessel has run the canyon.

One prolonged blast of a steamer's whistle will be a request to the signaller to show the signal.

In any other part of the river within Canadian territory, if a vessel is warping up, a downward bound vessel must keep clear of her and her warping lines, stopping and tying up if necessary to prevent collision.

In the event of two vessels simultaneously approaching a place where warping is required, the upward bound vessel must allow the downward bound vessel to pass before running out her warping line. Two long blasts followed by two short blasts of a steamer's whistle will be a signal that she is actually engaged in warping.

These rules will be established by Order in Council under the provisions of Chapter 73, Revised Statutes of Canada, and amending orders, and will have the force of law. They are not intended to supersede, but are to be in addition to, the ordinary rule of the road.

By Order,
WM. P. ANDERSON,
Chief Engineer.

Department of Marine and Fisheries of Canada.
Wrangel, 19th April, 1898.

NOTICE TO MARINERS.

Dominion of Canada, British Columbia, Buoyage of Northern Channels.

The following buoys were placed by the D. G. S. "Quadrant" this week:

1. A middle ground steel can buoy on Ripple rock, Race passage, between Thurler and Helmer islands. There is only ten feet on a pinnacle rock where seven fathoms are shown on the charts.

2. A steel platform buoy, surmounted by a pyramid of white work with a diamond at the apex, on Dalupatch, Seaforth channel, replacing the spar buoy heretofore mentioned there.

3. A black steel can buoy on Hewitt's, Hilksil narrows, close to the 10 foot spot.

WM. P. ANDERSON,
Chief Engineer.

Dominion Department of Marine and Fisheries.
Port Wrangel, Alaska, 20th April, 1898.

CITIZENS OF WRANGEL.

You are requested by the Port Wrangel Chamber of Commerce to use all due diligence and haste in clearing your door yards of any garbage and sewage, which may be there, to place the same in a proper receptacle, and remove it to the beach at intervals of not less than three times a week.

By observing this, you will be doing your part towards saving our now healthy city from sickness and disease during the coming hot season. Very respectfully,

P. C. CAMPBELL, M. D.,
Geo. W. BLOOMFIELD,
PETER C. JENSEN.

Sanitary Committee for the Port Wrangel Chamber of Commerce.
Port Wrangel, Alaska, May 3, 1898.

Dr. Royer's

Bath House

Hot and Cold and Fresh Water Baths.

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Miners supplied with everything necessary in making the trip to the Klondike.

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Wants all kinds of raw furs, skins, ginseng, seneca, etc.

Prices quoted for the next sixty days are as follows:

Silver Fox	\$15.00 to \$150.00
Bear	5.00 to 25.00
Otter	4.00 to 9.00
Martin	2.00 to 9.00
Beaver, per pound	3.00 to 3.50
Wolf	1.00 to 2.00
Ryd Fox	1.00 to 2.00
Mink	.75 to 2.00
Skunk	.25 to 1.00
Gray Fox	.50 to .75
Rat	.20 to .25

Price list on all other furs and skins furnished on application. Full prices guaranteed, careful selection, courteous treatment, and immediate remittance on all consignments.

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Telegraphic Addresses:

Turner, Victoria.

Beeton, London.

Turbeet, Nelson.

WISE AND OTHERWISE

"Nickel chasers" is the name given to the yellow newsless extras now deluding the land.

Guest: "Waiter, did you say this was the genuine turtle soup?"

Waiter: "Yes, sir, it was made out of the water of a pond near here in which a turtle was kept last summer."

Little Boy: "Mamma, they call all the Wall street men bulls or bears. Which is papa?"

Mamma: "Oh, dear Willie, don't ask so many questions; go and ride your velocipede."

Little Boy: "Well, I just want to know whether I am a calf or a cub."

"The man I marry," said the beautiful girl, "must be willing to go through fire and water for my sake." "Can't we compromise?" inquired her Kentucky admirer. "I am willing to wade through the fire, but when it comes to water—well, that is asking a little too much."

"There is certainly a great deal of discouragement attached to working for the government," remarked the fair-minded man. "I think we would sympathize more with employees if we could only put ourselves in their places." "Well," replied the politician, "isn't that what we're trying to arrange this civil service business for?"

One of our exchanges gets off the following: "A couple were recently married, and the bride invited an old aunt to the wedding. The cards were well affairs, and in one corner bore the inscription: 'Children not expected.' After scanning it closely over her specs the old lady said: 'That's all right, but they'll have 'em just the same.'"

His Idea of Greatness.

A traveler passing the gates of Farthingford (the residence of the late poet laureate) asked: "Whose house is this?" "Nobody's in particular," replied the driver. "But whose is it?" he persisted. "Mr. Tennyson's," was the surly response. "Do you call him nobody? He is a great man!" Thereupon the driver exclaimed with freezing contempt: "He a great man! Why, he only keeps one man and he don't sleep in the house!"

Hope for Adam Yet.

It was Mark Twain, if I remember rightly, who pointed out the ingratitude and inconsistency of the human race in neglecting, during all these years, to put up a memorial to Adam, to whom (under Providence) the whole race practically owes its existence, while erecting monuments to so many worthies of later date, whose services to prosperity are comparatively insignificant. We are getting on in that direction, however. King Alfred is to have a commemoration, and I take for granted a statue. Hengist and Horsa will do doubt have their turn next. There is hope for Adam yet. Everything comes to him who waits. London Truth.

What is a "Rubber Neck"?

Thomas Vianbloem, 16 years old of 77 Roosevelt street was arraigned in Center street court yesterday by Policeman Schultz of the Oak street station on a charge of disorderly conduct. Schultz told Magistrate Cornell that Vianbloem had been belaboring another small boy at the time of the arrest.

"Sammy Burns called me a rubber neck," said Vianbloem, "so of course, I soaked him."

"What's a rubber neck?" asked Magistrate Cornell.

"Give it up," said Lawyer Costello who appeared for the boy.

"It's beyond me," confessed Policeman Patton, who arraigned the prisoners.

"I did know, but I've forgotten," said Counsman Lane.

Magistrate Cornell called up a small boy who was awaiting arraignment on a charge of shooting craps in Baxter street. The question was put to him and he smiled in conscious superiority.

"Ah, dat's easy," he said with a grin. "A rubber neck is a guy dat's 'twin' his nut aroun' ter give de glad hand ter ev'ry party goil dat passes. Den he's a nosy bloke dat's all de time a puttin' his neck outer joint ter see wot ev'rybody's doin'." He's a Johnny Pry, dat's wot he is. Den fellows oughter take de hinges outer dere necks."

"A remarkably lucid explanation," said the magistrate, as he fined Vianbloem \$5. The lad's mother paid the fine. New York Sun.

Many applicants to U. S. cadet companies, fail to pass the medical examination. Of fifty, in one instance, only one passed the physical test, which is the strictest of all. Boys of 14 years of age must be four feet nine inches tall, and weigh 70 pounds; and applicants of 16 should stand five feet one inch, and tip the scale at 90 pounds.

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JOURNAL OFFICE.

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All Kinds of Metal Work.

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Leave San Francisco	Leave Puget Sound	Leave Wrangel	Due Sitka	Leave Sitka	Leave Wrangel	Due Puget Sound	Due San Francisco
May 6	May 5	May 12	May 15	May 16	May 12	May 14	May 12
" 11	" 8	" 15	" 18	" 19	" 14	" 17	" 17
" 16	" 10	" 17	" 21	" 22	" 18	" 20	" 22
" 21	" 11	" 18	" 24	" 25	" 22	" 24	" 27
" 26	" 15	" 22	" 27	" 28	" 24	" 26	" 30
" 31	" 18	" 25	" 30	" 31	" 27	" 29	" 31
" "	" 20	" 27	" "	" "	" 30	" "	" "

These dates are approximate. The right is reserved to change, without previous notice, steamers' sailing dates and hours of sailing.

ROBERT REID, Agent, Fort Wrangel, Alaska.
J. F. TROWBRIDGE, Puget Sound Supt., Seattle, Wash.
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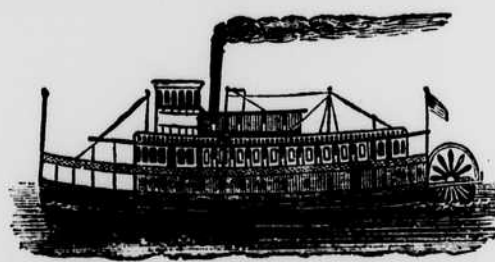
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